

The Hongkong Telegraph.

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TUESDAY, AUGUST 20, 1907.

二拜禮 號十二月八 英倫香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ¥80,000,000
RESERVE FUNDS " 14,550,000

Branches and Agencies.

TOKIO. CHEFOO.
Kobe. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
HOMBAI. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKURO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP \$1,250,000
RESERVE FUND " 5,000,000
" 5,000,000
" 5,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADENEEDLE HOUSE, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description

of Banking and Exchange Business, receives

Money in Current Account at the

rate of 2% per annum on daily balances and

accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

" 6 " 3% " "

" 3 " 2% " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 24th July, 1907.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tals. 7,500,000.

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Peking Singapore Tientsin

Tsinaifu Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische

Staatsbank) Berlin.

Direction der Disconto-Gesellschaft

Deutsche Bank, Berlin.

S. Bleichroeder, Berlin.

Handels-Gesellschaft, Berlin.

Bank fuer Handel und Industrie

Robert Warshawsky & Co.,

Mendelssohn & Co.,

M. A. von Rothschild & Soehne, Frankfurt

Jacob S. H. Stern, n/m.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koeln.

Bayerische Hypothek und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

F. JUNG,

Manager.

Hongkong, 11th January, 1907.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (L. 3,750,000).

RESERVE FUND Fl. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon,

Tegal, Pecalongan, Pasoeroean, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUNDS—
Sterling £1,000,000 at 2/- = \$10,000,000
Silver \$1,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq. E. Shellim, Esq.

E. Goetz, Esq. R. Shewan, Esq.

H. A. W. Slade, Esq. H. E. Tomkins, Esq.

C. R. Leemann, Esq. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

ON FIXED DEPOSITS:

For 12 months, 2% per cent. per annum

For 6 months, 1% per cent. per annum

For 3 months, 4% per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1907.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3% PER

CENT. per annum.

Depositors may transfer at their option

balances of \$1000 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907.

THE CHARTERED BANK OF INDIA.

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000

RESERVE FUND £1,000,000

RESERVE LIABILITY OF PROPRIETORS £1,000,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4% per cent.

" 6 " 3% " "

" 3 " 2% " "

" JOHN ARMSTRONG,

Manager.

Hongkong, 15th May, 1907.

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (L. 1,250,000).

Subscribed Capital Fl. 10,000,000 (Paid-up).

Reserve Fund Fl. 2,112,570.35 (L. 176,048).

Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Sama-

rang, Indramajoo, Bandoeng and Welte-

vreden.

CORRESPONDENTS:—At Cheribon, Tegal, Peca-

longan, Macassar, Pontianak, Padang,

Medan, Penang, Rangoon, Calcutta, Bom-

bay, Madras, Colombo, Karachi, Djeddah

Bangkok, Saigon, Shanghai, &c.

BANKERS:

London: The Williams Deacons Bank, Ltd.

Paris: Comptoir National d'Escompte de Paris.

Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.

Vienna: Union Bank.

Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives

for collection Bills of Exchange, issues

Letters of Credit payable in all important places

of the world and transacts every description of

Banking and Exchange business.

On Current Account at the rate of 2% per

annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.

" 6 " 3% " "

" 3 " 2% " "

J. BOETTJE,

Manager.

16, Des Voeux Road Central.

Hongkong, 31st July, 1907.

Notice of Firm.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS CO.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 31st July, 1907.

Ships.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	MALTA	About 22nd Aug.	Freight or Passage.
LONDON, &c., via usual Ports	ARCADIA	24th Aug.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUNDA	About 28th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MANILA	About 30th Aug.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 17th August, 1907.

Intimations.

LANE, CRAWFORD & CO.

NOW SHOWING, NEW STOCK OF

CRICKET BATS, CRICKET BALLS.

LAWN TENNIS RACKETS.

LAWN TENNIS BALLS.

BADMINTON, QUOITS, CROQUET.

HOCKEY STICKS, FOOTBALLS.

INDIAN CLUBS, DUMB-BELLS.

BOXING GLOVES

Liberal Discount to Clubs.

LANE, CRAWFORD & CO.

BASS & CO'S PALE ALE

'HORSEHEAD' BRAND.

\$18.00 per Cask 4 Dozen Quarts.

\$20.00 " " 8 " Pints.

\$24.00 " " 12 " Splits.

LESS 10% OWING TO HIGH RATE OF EXCHANGE.

CALDBECK MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,

15, Queen's Road, Central.

Hongkong, 9th August, 1907.

HONGKONG, CANTON AND

MACAO STEAMBOAT CO.,

LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 25th August.

THE Company's Steamship

"SUPAN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Luncheon and Refreshments supplied on-board.

Saloon, Return Fare.....\$4.00

" " on the following day.....5.00

" Single.....2.00

Popular Excursion Rates, as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the returning steamer from Macao.

W. R. CLARKE,

Secretary.

Hongkong, 19th August, 1907.

Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907.

THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED A LARGE CONSIGNMENT OF
LADIES' HATS, TOQUES & BLOUSES
DIRECT FROM PARIS.

PRICES VERY MODERATE.

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout American).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony.

Hotels.

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,

<

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,358 " " " H. J. Black.
 "FATSHAN," 2,260 " " " G. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Branch.
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentine.
 "SUI-TAI," 1,651 " " " G. F. Morrison.
 Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.
 The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.
 Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons, Captain J. Willox.
 "NANNING," 1,569 " " " Mackinnon.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 16th August, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE
 COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
 Departure from Hongkong at 9:30 P.M. (Sundays excepted).
 Departure from Canton at 5:15 P.M. (Sundays excepted).
 These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).
 Canton Agents—Messrs. E. Pasquet & Co.
 For further particulars, please apply to—
 BARRETTO & CO.,
 Agents.
 Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"
 SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.
 These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.
 A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.
 For further information apply to—
 BUTTERFIELD & SWIRE,
 Agents,
 WEST RIVER BRITISH S.S. COMPANIES.
 Hongkong, 9th August, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
 BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILWONG.	JAVA	Second half Aug.	JAPAN	Second half Aug.
TJIMAH.	JAPAN	Second half Aug.	JAVA PORTS	Second half Aug.
TJIBODAS.	JAPAN	Second half Aug.	JAVA PORTS	First half Sept.
TJIPANAS.	JAPAN	First half Aug.	JAVA PORTS	First half Sept.
TJIKINI.	JAVA	First half Sept.	JAPAN	First half Sept.
TJILATJAP.	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
 YORK BUILDINGS, 1st floor,
 Hongkong, 8th August, 1907.

Hotel.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
 For Terms, &c., apply to the
 MANAGER.

Hongkong, 2nd July, 1906.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
 Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.
 No. 2 DOCK.
 Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin-Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Sonnets, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND"..... Capt. P. Leis	About FRIDAY, 23rd Aug., 1907.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and BREMEN	"PRINZ ROY, LUITPOLD"..... Capt. H. Kirchner	WEDNESDAY, Noon, 28th Aug., 1907.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ HEINRICH"..... Capt. P. Grosch	About WEDNESDAY, 28th Aug., 1907.
KUDAT and SANDAKAN	"BORNEO"..... Capt. E. Sembill	About SATURDAY, 9 A.M., 31st Aug., 1907.
MANILA, NEW GUINEA, BRIS- BANE, SYDNEY and MEL- BOURNE	"PRINZ SIGISMUND"..... Capt. D. Leis	THURSDAY, Noon, 12th Sept., 1907.

For further Particulars, apply to

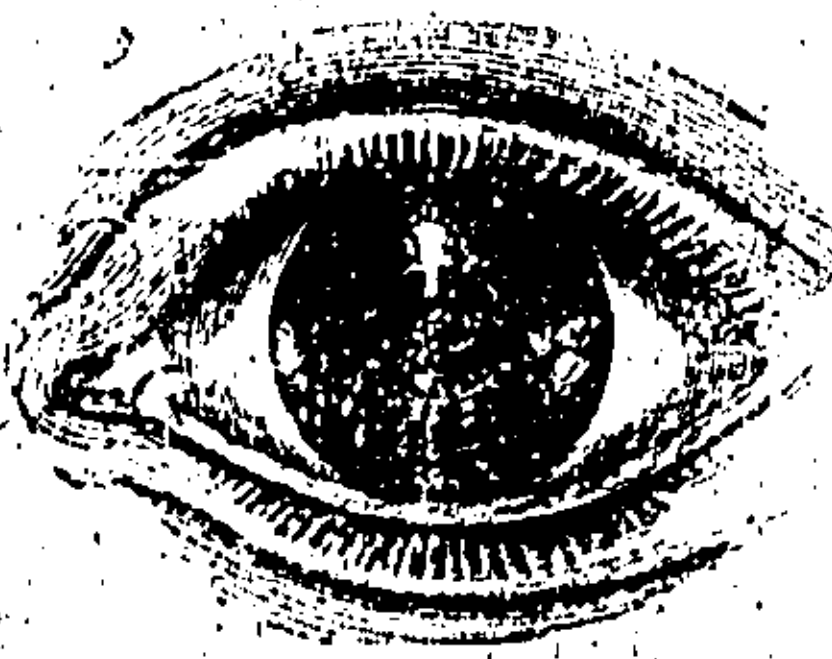
NORDDEUTSCHER LLOYD, MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong 17th August, 1907.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road
 Hongkong, 27th November, 1905.

Hotel.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-Class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to each Room.

Telegraphic Address:
 "CHEF" HONGKONG.
 Telephone No. 14.

Unrivalled for Comfort and Cuisine.
 Thoroughly Up to Date with Every Modern Luxury.
 Billiards and Bowling Alleys.
 Moderate Terms and No Extras.
 Modern Management.

O. E. OWEN,
 Proprietor.
 1705

To Let.

TO LET.

OFFICES at No. 14, DES VŒUX ROAD CENTRAL (formerly occupied by Messrs Shawan, Tomes & Co.).

Apply to—
 HO TUNG,
 Comptroller/Department,
 Jardine, Matheson & Co.
 Hongkong, 4th April, 1907.

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.

Apply to—
 JARDINE, MATHESON & CO., LD.
 Hongkong, 22nd June, 1907.

TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.

Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st August, 1907.

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C, and 10, PRAYA EAST, formerly in the occupation of the Admiralty.

Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st August, 1907.

TO LET.

HATHERLEIGH, Conduit Road.
 No. 1, RIPON TERRACE, Bonham Road.
 OFFICES in KING'S BUILDING and YORK BUILDING.
 GODOWNS on PRAYA EAST.
 A HOUSE in CLIFTON GARDENS, Conduit Road.
 FLATS in MOPION TERRACE.

Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st August, 1907.

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.
 HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—
 COMPTON, Barretto & Co.
 Hongkong, 24th July, 1907.

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.
 No. 38, CAINE ROAD.
 AUCTION ROOMS, No. 2, ZETLAND STREET.
 GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.
 Not 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—
 LEIGH & ORANGE,
 1, Des Vœux Road.
 Hongkong, 13th August, 1907.

TO LET.

NO. 1, WEST END TERRACE, Shamshu Canton.

Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st August, 1907.

TO BE LET.

A S from the 1st August next, No. 5, MON-RISON HILL.
 Apply to—
 Messrs. JARDINE, MATHESON & CO., LTD.
 Hongkong, 29th June, 1907.

For Sale.

F. BLACKHEAD & CO.,
 SHIP-OHANDLERS, SAILMAKERS
 COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
 AND GENERAL COMMISSION AGENTS,
 Ground Floor,
 ST. GEORGE'S BUILDING,
 HONGKONG,
 SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR
 HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT
 DAIMLER'S PATENT MOTOR LAUNCHES,
 &c., &c.

Sole Agents for
 FERGUSON'S SPECIAL CREAM and
 P. & O. SPECIAL LIQUOR SOUTCH WHISKY, &c.
 EVERY KIND OF
 SHIP'S STORES AND REQUISITES
 ALWAYS IN STOCK
 AT
 REASONABLE PRICES.
 Hongkong, 7th March, 1907.

Dentistry.

Dr. M. H. CHAUN
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY
 33, QUEEN'S ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 16th April, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.
 STUDIO at No. 14, D'AGUIAR STREET.
 REASONABLE FEE.
 Consultation Free.
 Hongkong, 10th June, 1904.

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 50 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
 General Managers
 Hongkong, 2nd October, 1906.

PABST BREWING COMPANY MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK
 BY
 SIEMSEN & Co.,
 Agents for
 HONGKONG & SOUTH CHINA.
 Hongkong, 29th July, 1907.

HUMBER CYCLES.

THE BEST IN THE WORLD.

Cycles Makers

ROYAL WARRANTS

TO
 H.M. KING EDW. RD VII.
 AND
 H.R.H. PRINCE OF WALES

WITH THE LATEST, BEST 3 SPEEDGEAR,
 GEAR CASES AND DUNLOP TYRES.
 From \$120 to \$150 each.
 GUARANTEE FOR 3 YEARS.
 WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News: "For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,

AGENTS,
 11, D'AGUIAR STREET and KOWLOON.
 Hongkong, 19th July, 1907.

THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
 Hongkong, 15th September, 1905.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being loss of energy, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary activities of life. Now, what a lot of misery and suffering is caused in this way! It is a very real and a very common cause of human misery.

VITAL STRENGTH & ENERGY

to those of these people, and an experienced doctor that as night succeeds the day, this may be more certainly secured by a course of

THE NEW FRENCH REMEDY THERAPION No. 3

than by any other known combination. As it is taken in accordance with the printed directions accompanying it, the shattered health is restored.

THE LAMP OF LIFE

and a new existence imparted in place of what had been a weary and painful "end up" and "down" of the system. This wonderful medicine is purely vegetable and innocuous, is agreeable to the taste, suitable for all constitutions and conditions, either old or young, and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this new-falling patent medicine, which is destined to cure with certainty everything that has been called for by the wide-spread and numerous class of human ailments.

It is sold by Chemists throughout the world. Price is English, 5/6 per packet. Purchasers should note that the word "Therapion" appears on the label. Beware of cheap imitations in white letters on a red ground, offered in every package by order of J. H. K. (Kowloon) Store, 11, D'Aguiar Street, and without which it is a forgery.

Sold by all Chemists.

Intimations.

Wm. Powell & Co., Ltd.,
ALEXANDRA BUILDINGS.

Specialists
IN
Travelling
Requisites.

CABIN TRUNKS.

DRESSING CASES.

LADIES' HAT BOXES.

PORTMAN-TEAUS. KIT BAGS. HOLDALLS.

Wm. Powell & Co., Ltd.,
HONGKONG.

Hongkong, 17th August 1907.

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half year ending 31st June, 1907, at the rate of ONE POUND FIFTEEN SHILLINGS per share of £10 is payable on and after MONDAY, the 19th day of August, 1907, current, at the office of the Corporation, where shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 17th August, 1907. [753]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share for the six months ending 30th June, 1907, declared at Monday's Ordinary Half-yearly Meeting, will be payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after Tuesday, the 20th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 19th August, 1907. [758]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 24th August, 1907, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
A FINE ASSORTMENT OF
HIGH-CLASS JAPANESE CURIOS.
Comprising—

OLD SATSUMA VASES, INCENSE BURNERS, WALL PLATES, GOLD AND SILVER CLOISONNE WARE, TEA SETS, LACQUERED WARE, SILK EMBROIDERIES, OLD BRONZES, WALL HANGINGS, KAKEMONOS, IVORY ORNAMENTS, &c., &c., &c.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 19th August, 1907. [760]

PARTICULARS AND CONDITIONS of Sale of the right of erecting and maintaining a Temporary Pier over Crown Fore-shore opposite Road North of Kowloon Marine Laid No. 87, to be held at the Office of the Public Works Department by order of His Excellency the Governor, on MONDAY, the 26th day of August, 1907, at 3 P.M., for a term of 1 year commencing from the 1st day of September, 1907.

PARTICULARS OF THE PIER.

No. of Sale.	Position.	Largest Dimensions.	Upset Price.
1	Opposite Road North of Kowloon Marine Laid No. 87, Victoria Harbour.	100 ft by 15 ft	£100

Hongkong, 19th August, 1907. [761]

Intimations.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days

SATURDAYS.
Extra cars at 3.15 p.m., 12.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th June, 1907. [59]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at FAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.
Hongkong, 22nd June, 1907. [65]

NOTICE.

THE Public are hereby informed that on change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10c) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 14th September, 1907. [74]

THE SHANGHAI POLICE INQUIRY COMMITTEE.

[Continued from page 5]

As regards the greater consideration which we consider due to inspectors, they should not be required to associate with the sergeants and constables.

The position of the inspector will be further enhanced, and he will be more removed from immediate contact with the sergeants and constables by the creation of the new rank, which we propose between that of sergeant and inspector. The designation we suggest for this rank is that of sub-inspector. A sub-inspector will be promoted by selection from amongst the first-class sergeants. He should be paid £110 a month. His duties will be to act as assistant to the inspector in his district and to relieve him of his work at the Mixed Court. A man of this rank will also be able to act as inspector in case of absence or illness amongst the inspectors, and to take charge of sub-stations. The number of sub-inspectors required appears to us to be twelve.

The beats have been carefully arranged and are kept up to date, but the present number of Europeans to carry out their duties of supervising and controlling as well as walking the more important beats is lamentably insufficient. For the due performance of the routine work of the districts, besides inspectors the number of men required is sixty-five sergeants and 111 constables. There are at present 50 engaged twenty-four sergeants and seventy-two constables; beyond this number there are eleven sergeants and six constables required for detective work and in traffic management. It appears, therefore, that for the daily routine 196 sergeants and constables are required. We are advised that an allowance of ten per cent. must be made for men on leave and sick. For the present needs, therefore, the Force should consist of—

1. Chief Inspectors (one each in the uniform and detective branch).
2. Inspectors (as at present).
3. Sub-Inspectors.
4. Sergeants.
5. Constables.
6. Total.

We do not recommend any advance in the pay of the lower ranks with allowances if it is sufficient.

THE INDIAN BRANCH.

A proper proportion of native officers is necessary, and we would suggest the retention of the present jemadar and the engagement of a second and a Sergeant-Major. The number of sergeants is a matter for those immediately concerned with the discipline and the supervision of the duties to be carried out by this branch of the Force.

The number of Sikh sergeants and constables required for patrols, points and beat at the present moment is 350, adding ten per cent for sickness and leave, 385 men. We have in Shanghai on their way here about 350. The number, therefore, is inadequate, and we hope that the number in this year's budget, namely 475, will be raised as soon as possible. Their services will certainly be required in the near future.

Before leaving this branch of our inquiry we wish to draw attention to the fact that some of the European inspectors and sergeants do not seem to understand Sikhs. They have treated them in some instances as coolies. A man in the position of an inspector should know better than this, and we think that one of the qualifications of an inspector should be that he knows how to deal with the men under him so that while maintaining proper discipline he should not offend their proper pride.

THE CHINESE BRANCH.

The Chinese branch we cannot regard at present as in a satisfactory condition. The number in the current year's budget is probably sufficient, if all the Indians required are obtained. The quality, however, of the men requires attention. The present is recruited from the coolie class, and it is probable that about half the men should be replaced by others of a better class. So far as we can ascertain better men may be attracted if the pay offered for sergeants and constables be raised from \$2 to \$4 all round.

We understand that arrangements are being made to have a training depot for fifty Chinese constables, and that each constable will be trained for six months. In this way 100 fresh men can be added to the strength each year. If the period of training is reduced to four months for the present, 150 men can be passed through each year, or allowing for wastage, 300 to 400 men in three years. Assuming that half the present Force qualifies for the higher wages by their superior intelligence, the Force should be reorganized in three years. From that time if 100 men are through the depot every year the requisite numbers should be maintained.

There is a special matter connected with this branch which we wish to deal with, viz. the appointment of competent interpreters at the stations. At present the interpreting is done by men selected from the ranks of the Chinese; these are coolies with an elementary knowledge of Pidgin English.

There should be attached to each station an educated Chinaman who is competent interpreter, and he should attend in the charge-room to interpret when ordered to do so by the inspector or in his absence by the sub-inspector or a senior sergeant at the time in the station.

THE DETECTIVE BRANCH.

The Detective branch is composed of a Chief Inspector, one inspector, eleven sergeants and constables, two Japanese and forty-five natives. These, with the exception of the Japanese, are recruited from the uniformed branch. The numbers are adequate for their duties.

We have had under our very careful consideration the alleged "peculiarities" of the Chinese branch of the Force.

The causes are two: (1) the inadequacy of the present pay of the Chinese detectives, (2) the nature of the population amongst which they work, which leads itself to such operations. The former can be obviated, the latter to a certain extent safeguarded.

PROMOTION.

Promotion to the rank of inspector should be made from amongst the members of the Force at the time the vacancy occurs. We think this should be done invariably unless there is some commanding reason for a different course. Sub-inspectors should be chosen from amongst the first-class sergeants.

The promotion to sergeant from the rank of constable is a matter which requires the attention of the Captain-Superintendent. The present system, if carried out, seems to us satisfactory; but we are not satisfied that the merits of a constable as a zealous and sufficient policeman always receive sufficient recognition. It is possible that a man may pass good examinations in police work and Chinese and lack the characteristics which make a good policeman. We recommend that a written report from inspectors under whom a constable has served be submitted to the Captain-Superintendent for his assistance.

In this connexion we may express a strong wish that the system of good conduct badges should be restored. It must have a good effect, especially if carrying additional pay, in stimulating the men by an appeal to their pride or their purse.

OFFICERS.

The officers at the present time should be the Captain-Superintendent and two deputy superintendents. These two officers will perform the duties allotted to them by the Captain-Superintendent. They should be of equal rank and their pay should be commensurate with their position in a force of some 1,500 men. Pay at the rate of £110 rising to £130 a month with the usual allowances seems to us a minimum having regard to the pay in other departments and the cost of living in Shanghai. It is hopeless to expect to retain the services of able men unless they are properly paid.

TRAFFIC MANAGEMENT.

There is no doubt that there is great dissatisfaction with the way in which traffic is managed, and in our opinion prompt measures should be taken.

The present inspector should be freed from the duty of inspecting richas and his attention directed wholly to the management of traffic, for which he has been engaged; he must further be supplied with a sufficient staff to enable him to carry out his duties.

In the regulation of traffic careful selection of the men on point duty is necessary; they should always be Europeans or Sikhs, never Chinese.

COST.

The reorganization of the Police Force cannot be accomplished without a considerable cost. Some of the expenditure is a capital expenditure and some recurring. Both must be found. The provision of new and the improvement of existing accommodation will, no doubt be considerable. The recurring expenditure is mainly in salaries; it will probably amount to not less than £150,000 per annum. This is no doubt a heavy increase in our normal expenditure, but we imagine that the ratepayers, when they asked for this committee, knew that it was certain. It is an increase of about thirty-three per cent of the amount to this year's budget, and if an efficient Police Force can be obtained for that sum we do not imagine that it will be grudging.

CONCLUSION.

We have reported on the matters which have come before us in the course of our inquiry and have made suggestions and recommendations where it has appeared desirable. As a result of our inquiry we have come to the conclusion that the material of the European and Indian branches of the police is, as the late Chairman of the Council claimed for it at the last ratepayers' meeting, "excellent." The general system on which the Force is organized is sound, but requires modification to meet the needs of this large and growing community. The causes which have led to such disorganization and discontent as there is in the Force we have, where we have been able to discover them, set down, and made in some cases suggestions, and in others, when we felt our knowledge entitled us to do so, recommendations for their removal. There is no reason why we should not make out of our present material, organized on existing lines, "a first class police force."

Expenditure on the police in recent times has been too restricted. In the course of our inquiry we have had evidence that this tendency to undue parsimony still exists. Unless the Force is strong enough to do its duties without undue strain on officers and men and unless there are officers and men sufficient in numbers and qualifications to fill the different ranks and posts, the Force will deteriorate, and a condition, where the public is uneasy and the members of the Force discontented, will be repeated to the detriment of the public service of this Municipality.

Some of our recommendations may have to be deferred, but to attain a proper Force the increase must be obtained with as little delay as possible.

Finally, we would warn the ratepayers that as the Settlement has outgrown its Police Force in the past so it may in future, and that unless they are prepared to maintain it at a strength commensurate with its duties, so, surely, will deterioration and disorganization result.

H. W. DE SAUMMARZ, Chairman.
H. McLEOD, Vice-Chairman.
C. BRODERICK.
C. MONTAGUE EDM.
H. M. MARSHALL.
C. W. WRIGHTSON.

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAMPOL'S PREPARATION

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by means from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation of the lungs, and its application has never failed us in any case, even the most aggravated bordering on consumption. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine, modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. There is no doubt about it." Sold by chemists.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,000,000.)

Undertakes and Executes
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c., &c.,
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 22nd May, 1907. [752]

NOTICE TO PASSENGERS.

PENINSULAR & ORIENTAL S. N. COMPANY.

THE DIRECTORS OF THE P. & O. S. N. Co., LONDON, beg to intimate that, for Sailings on or after this date, the PASSAGE RATES from the Straits, China and Japan will be subject to a Surtax of 10%.

By Order,
E. A. HEWETT,
Superintendent.
P. & O. S. N. Co.,
11th August, 1907. [754]

NOTICE TO PASSENGERS.

MESSAGERIES MARITIMES.

THE DIRECTORS OF THE MES-SAGERIES MARITIMES, PARIS, beg to intimate that, for Sailings on and after this date, the PASSENGER RATES from the Straits, China and Japan will be subject to a Surtax of 10%.

By Order,
G. DE CHAMPEAUX,
Agent.
Hongkong, 17th August, 1907. [755]

NOTICE.

THE NORDDEUTSCHER LLOYD, BREMEN, beg to intimate that, for Sailings on or after this date, the PASSENGER RATES from the Straits, China and Japan will be subject to a Surtax of 10%.

NORDDEUTSCHER LLOYD, MELCHERS & Co.,
General Agents for Hongkong and China.
Hongkong, 17th August, 1907. [756]

A GOOD OPPORTUNITY TO LEARN SHORTHAND.

HORATIO C. POLLOCK, Court Reporter,

OPENS A

NIGHT SCHOOL,

September 1st.

Apply CONNAUGHT HOTEL.

Hongkong, 19th August, 1907. [759]

A. CHAZALON & CO.

WINE, SPIRIT AND COAL MERCHANTS AND GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT in pints and Baby bottles.

FRENCH SYRUPS

GRENADINE, GOSSELLE, &c.

VICHY, PERRIER, ROCHERMAURE AND OTHER FRENCH MINERAL WATERS.

Large Assortment of CANNED GOODS suitable for Pic-nic.

Hongkong, 15th May, 1907. [760]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS. PRIVATE BAR and BILLIARD ROOMS. HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE and separate tables. For Terms, &c., apply to the—

MANAGER.
Hongkong, 14th December, 1907. [757]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "NAMUR."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 14th August, 1907. [758]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship "SLAVONIA."

Captain Wunnenberg, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 17th August, 1907. [751]

S.S. "TOURANE"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. Malapan and Charonia, and from Bordeaux ex S.S. Verbeek, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 26th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 26th August, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 26th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 19th August, 1907. [760]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAVERS," FROM MIDDLESBRO' LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 19th August, 1907. [757]

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT

TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

AERATED WATERS

ABSOLUTE PURITY

AND THE

HIGHEST DEGREE

OF PERFECTION.

OUR SODA WATER is the most wholesome daily beverage that can be taken.

OUR LEMONADE, ORANGE CHAMPAGNE, RASPBERRYADE, LEMON SQUASH, &c., possess the true flavour of the finest Fresh Fruits.

We would draw special attention to OUR LIME FRUIT CHAMPAGNE, which has the pleasant characteristics of the finest Lime Fruit.

OUR DRY GINGER ALE is a beverage of delightful flavour and aroma.

OUR SASSAPARILLA is not only a delicious drink but a blood purifier as well.

OUR STONE GINGER BEER, since its introduction, has been steadily growing in popular favour.

A. S. WATSON & CO., LIMITED.

CHEMISTS, AERATED WATER MANUFACTURERS, &c., &c., &c.

HONGKONG, CHINA & MANILA.

Hongkong, 17th August, 1907.

BIRTHS.

On August 14, 1907, at Shanghai, the wife of G. CAULTON, of a son.

On August 14, 1907, at Shanghai, the wife of A. ROSS, of a son.

On August 14, 1907, at Shanghai, the wife of T. P. BAPTISTA, of a son.

On August 14, 1907, at Weihaiwei, the wife of Dr. J. W. JACKSON, of a daughter.

On August 15, 1907, at Shanghai, the wife of CHARLES R. SHAW, of a son.

MARRIAGE.

On July 3, 1907, at Zurich Switzerland, ALAN WILSON, Chinese Customs Service, second son of John Wilson, Castle Park, Hunley, N.H., to HELEN, second daughter of Professor J. Dalton, late of Dresden.

DEATH.

On August 17, 1907, at Shanghai, JAMES TULLOCH, aged 45 years.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 20, 1907

THE CHARACTER OF CHINESE EMIGRANTS.

In these days, when a number of people in Europe and America, educated and illiterate alike, are sincerely convinced that the Chinese and rampant vice are practically synonymous terms it is interesting for once to read the report of an English Commission which was specially appointed to inquire into the habits of Chinese living in a particular district. The natural propensity of a Commission is to lay bare evils which the members have been led to believe actually exist, although they may not be visible to the untrained eye; and they usually start off joyfully to follow in their original appointment. Some of the members of the Liverpool City Council, egged on, doubtless, by local demagogues and labour charlatans, came to the conclusion that the Chinese quarter in that city was a veritable hotbed of crime, immorality and vice generally. Accordingly a Commission was appointed with instructions: "To investigate and report upon the condition of Chinese settlements in the city, and to invite evidence as to the moral and economic effects of the increased importation of the Chinese into the city." The resolution further called the attention of His Majesty's Government to the serious increase of Chinese in Liverpool, and strongly urged the Home Secretary "to rigidly enforce the provisions of the recent Act relating to the immigration of aliens, in the interests of the moral welfare of the people and the duty which the State owes to the many unfortunate unemployed of our own countrymen." It will be seen that the Commissioners were in reality handed a mandate by the anti-Chinese section of the Council to provide reasons and furnish evidence in proof of the delinquencies committed by the aliens of the

Orient, in order that the terms of the Act might be more strictly interpreted when Chinese were concerned. The Commission began its sittings in January last and held twenty meetings, at which the Chinese community was represented by counsel. Twenty-five years ago, the report states, there were very few Chinese in Liverpool, which is not at all surprising, all things considered, but the number had been gradually increasing, until in 1906, according to official estimates, there were no fewer than 224 resident and 132 transient Chinamen in Liverpool, so that all the potter was around some 356 members of the Middle Kingdom. To the ordinary person not afflicted with myopia there would seem to be something ridiculous in the idea of appointing a special Commission and wasting the valuable time of professional and business men in an effort to discover the character of a handful of aliens among a population of over half a million. But apparently the city fathers of Liverpool did not see it in that light; however, that is by the way. The report begins by stating that the Chinese come to Liverpool in various ways, but it is held as probable that for the most part they are members of ships' crews who have deserted, or have come as ordinary passengers. They chiefly find employment in the management of boarding-houses or in laundries. There are also a few shops kept by Chinamen. The evidence given by the various witnesses was mainly directed to giving the Commission information upon the following points: (1) Morality of the Chinese; (2) habits and mode of living; (3) in lodging-houses; (4) in laundries; and (5) economic aspect, especially having regard to the manner of immigration, employment, rates of wages of seamen, etc. One of the first things the Commission discovered was that gambling undoubtedly prevailed among the Chinese, but as Liverpool and its neighbourhood Manchester are probably the greatest gambling centres in England that point could not be expected to have had much weight. Moreover, as the Commission found that the only crime resulting from gambling which had ever come to the knowledge of the police occurred in 1904, the question of gambling could scarcely form a serious count in any indictment which might be framed against the Chinese. Then the Commission turned to that old bugbear of the rafter—the evil of opium smoking. Remembering how England has been overrun by a number of people, born with the gift of the gab, who have railed against the criminality of the British Government in allowing India to pander to the deplorable habit indulged in to excess by all sorts and conditions of Chinese, how the opium evil was sapping the vitals of the Empire and flourishing, a cancerous growth, throughout the Orient, threatening to spread its unholy bonds over the nations of the West, we can well imagine that the smug reformer turned with complacency, if not avidity, to that section of the report dealing with the opium habit. They must have opened their eyes in amazement at the extraordinary statements made by the Commission which reported that "opium smoking is undoubtedly indulged in, but it is principally among the Chinese seamen that the habit prevails, as distinguished from the resident Chinamen. As far as the Commission could ascertain, a large number of the resident Chinamen are not in the habit of using the drug. There has been evidence brought before the Commission of opium smoking in certain laundries." This is simply flying in the face of providence, after all the oceans of ink and typhoons of exhausted oratory that have been lavished upon the horrible effects of opium-smoking to which, as all untravelled persons know full well, every Chinaman is addicted. Not a hint here about the gaunt, haggard faces of the depraved opium fiend who has fallen victim to the embraces of the death-dealing siren; not a word about the miseries and torments suffered by all. Indeed the Commission found that "a large number of the resident Chinese" never dream of using the drug. If only the infatuated believers in the wild and wholly unsupported assertions of those who claim to speak for the Chinese could be led to realise that that fact is equally applicable to all China there would be less talk about the extinction of opium-smoking in the Far East and fewer attempts to impose impossible conditions on those British colonies which derive a substantial revenue from a perfectly legitimate trade. On the subject of immorality the Commissioners found exactly what they probably expected to find, that contraventions of the law had occurred and that there were those whose passions were not always to be regulated by stereotyped by-laws; but they could not brand the Chinese community as in any respect worse than any other section of the population. Regarding the habits and mode of living, the Commission found that "the lodging-houses kept by the Chinese, under the supervision of the Health Authorities, are cleanly and well conducted, and kept in satisfactory conformity with the by-laws and regulations in force in the city. The Commission attach great importance to the fact that boarding-houses are regularly inspected without warning, by officers of the Health Committee, between the hours of 10 p.m. and 1.30 a.m.,

in addition to inspection by day at all hours." With respect to laundries, the report stated that the Medical Officer of Health was of opinion that these compared favourably with the ordinary English laundries. In connection with the increase in the number of Chinese in Liverpool, the Commission sapiently observed that: "It is possible, that some of the Chinamen may have been born in Hongkong and so be British subjects." It was found that in Liverpool there are 49 laundries, 13 boarding-houses, and seven shops kept by Chinese. As to the manner in which Chinamen became resident in Liverpool, some came as passengers in small numbers on board ship and others had deserted their ships. With regard to the former the Commissioners were unanimously of opinion that the Aliens Act needed strengthening by making the regulations more stringent, though they stated that they wished to avoid in any way taking up an antagonistic attitude to Chinamen in particular, as opposed to other nationalities. Respecting deserters it was pointed out that Chinese sailors and firemen shipped in Hongkong, or any other Chinese port are paid 14 dollars per month (in English money 31s. 6d.). If shipped in Liverpool the Chinese sailor got £3 10s. while a British stevedore got £3 10s. to £4 10s. "It will thus be seen that there is a great inducement to a man to desert his ship, if only for the purpose of joining another vessel at the advanced rate of pay." From beginning to end the report is a vindication of the Chinese in Liverpool, both resident and transient, and we can well believe that many who read its terms will fully endorse the addendum which a minority—one-fourth of the Commission—signed, as follows: "We approve of above report except the following paragraph: 'The Commission, having considered carefully the evidence placed before them, are of opinion that the inquiry has been justified.'"

LOCAL AND GENERAL.

The German mail of the 17th July was delivered in London on the 19th inst.

Mr. L. E. Wright, the retiring Ambassador of the United States, left Yokohama on 13th inst. on his return to America.

Four Japanese Vice-Ministers to Korea have been appointed. The appointment of subordinate officials to their departments will follow.

Lieutenant G. A. LUSCOMBE, on promotion, has been reappointed to the gunboat *Bramble*, Lieutenant Commander E. G. W. Davidson on the China Station.CHOLERA is increasing in the Japanese Colonies at Tientsin and the city. The T.C.S. *Koonshing* has been quarantined, two of its engineers being down with the epidemic.

The Korean Emperor has sanctioned the judgment of the Supreme Court which sentences the head of the Hague deputation to death and the two other members to penal servitude for life.

The Chinese Engineering and Mining Co., Ltd., announce that the total output of the company's three mines for the week ending August 3rd, 1907 amounted to 256,630 tons and the sales during the same period to 20,812,500 tons.

MARQUIS ITO in the course of an interview at Shimomoseki contradicted the rumour of his resignation, and adds that he will return to Korea in one month. It has proved a difficult matter to effect complete separation between the new and the old Emperor. A Customs union between Japan and Korea, he stated, is not contemplated.

A DISPUTE between a number of labourers at Hunghom yesterday afternoon ended in a free fight, which lasted for nearly half an hour. There were no casualties to report. Sergeant Whitt, who is in charge of that district, was successful in putting a stop to the engagement, and making nine of the belligerent prisoners. These were paraded before Mr. C. A. D. Melbourne, this morning, at the Police Court. They were fined \$1 each—and cautioned.

CHIAN MI, master of the licensed coolie-boat No. 1,120, who was arraigned before Commander Basil R. H. Taylor, R.N., Marine Magistrate, and Harbour Master, at the instance of Sergeant Jackson, of the *Waffer* Police, on a charge of carrying excess passengers in Victoria Harbour on the 13th inst., and whose case was remanded, was again before his Worship yesterday. The Sergeant said he boarded the boat and counted the passengers, when he found there were nine in excess of the number allowed by his licence. He had nothing to say, and was fined \$50 with the usual alternative of "time."

A TERRIBLE fatality occurred at Shanhaikuan on August 8, resulting in the deaths of fourteen Chinese children. The children were in the habit of carrying food to their parents, and generally took the route running between the railway station and the beach. This morning fourteen of them set out on their journey. As they passed the station a wild beast, said to be a wolf, sprang on them and killed the entire party. The throats of the children were terribly torn. Later other Chinese reported at the yards that their children were missing. Parties have been organized to trace and kill the beast. It will be remembered that a few months ago wolves made their appearance at Tientsin near Chingwangtiao, where much damage was done to the cattle. The villagers at that time were keeping a fire burning during the night in order to scare away the beasts. —P. & T. Times.

CANTON DAY BY DAY.

DEPARTURE OF SHUM'S PROTEGS

[From Our Own Correspondent.]

Canton, 19th August. The different military officials, who have arrived at Canton in anticipation of H.E. Viceroy Shum's departure from Shanghai for the South to take up his new post, have since the acceptance of H.E.'s resignation, left here for the North. They number about forty or fifty.

ANTI-OPIMUM CRUSADE.

At yesterday's meeting of the Canton Central Anti-Opium Association, Mr. Chan Wal-pu was voted to the chair and the following resolutions were adopted:—That the best method for the preparation of anti-opium pills should be communicated to all the branch Associations. That certain ways of preparing anti-opium pills and wares be adopted and the methods of preparation forwarded to the branch Associations. That a letter of thanks be forwarded by the Association to all those who have so generously distributed anti-opium pills or wine free of charge. That early steps be taken to raise subscriptions for the opening of an industrial institution.

CHEAP OPIUM ANTIDOTES.

The society formed by all the anti-opium pill and wine compounders have decided, besides free distribution of their medicine to the inland districts and to sell anti-opium medicine to district charitable institutions at reduced rates.

PRISONERS' AID SOCIETY.

The Industrial Institution in connection with the Police Department for the benefit of prisoners is found not to be sufficiently spacious owing to the number of prisoners having increased lately. The site of the old man arsenic for storing gunpowder at Kow Tau Hills has now been selected and work has commenced on the 11th instant with the erection of a building there for the purpose of moving some of the members of the institution to this building.

HELD TO RANSOM.

With reference to the robbery, committed some time ago in the Pak Ya Village in the district of Namhoi in which two men were kidnapped, \$300,000 are now demanded by the robbers for their release. A few days ago, one of the men kidnapped escaped from the robbers' and returned home safely, but the whereabouts of the other man is at present unknown.

ROBBERY.

The case of robbery committed in the Tai Lik Market, in the district of Namhoi on the 14th instant, has been already reported by me. Now the owners of the shops robbed have given particulars of the case to the Authorities stating that some three hundred robbers attacked the shops and inflicted serious wounds on two of their folk with the buttend of their rifles. From five of the shops over eight thousand twelfs of goods and cash and other valuables have been carried away. In consideration of the seriousness of the case, the Namhoi Magistrate and the Kwangchow Prefect have personally proceeded to the scene of the outrage to make investigations.

ADMIRAL CHUN.

A telegram has been received from Shanghai stating that the new Admiral designate of the province of Kwangtung, Chun Ping-chik, has left that port on the 18th inst. on the s.s. *Kwanle* for the South to take up his new appointment.

THE DES VŒUX ROAD MURDER.

PRISONERS SENTENCED TO DEATH.

At the criminal sessions to-day the three Chinese who were committed for trial for the murder of the foreman at Watson's soda water factory, were found guilty and sentenced to death. The prisoners were Tam Pu, alias Tam Tak Lau murder; Li Su Kai, alias Tsai Kai; and Won Hoi Chi, with aiding and abetting. The jurors were—Messrs. W. F. Gardner, S. G. Fenton, W. C. Drew, I. E. Lammert, H. W. Page, J. von Riegen and W. S. Brown. The jury retired at 3.57 p.m., and returned at 5 p.m. with a unanimous verdict of "guilty."

ACCORDING to the present arrangement the s.s. *Stella* will leave Southampton about Oct. 21 with drafts on board for the Far East, and also for Egypt and Ceylon. The drafts will include men for the Royal Artillery Royal Engineers, Middlesex Regiment and the Royal West Kent Regiment, and other details for Hongkong, North China, and the Straits Settlements. On the return voyage the *Stella* will bring home time expired men and details, reaching Southampton about Jan. 27.

THE damage done by the fire in the Naval Yard yesterday morning is put down, approximately, at £4,000. This amount includes \$500 for the loss of clothing, etc., the property of labourers who resided in a near-by shed and which was destroyed. Up to the present the origin of the blaze is unknown. We are informed, however, that the fire started in one of the coolies' sheds. As there was no cooking being done in this shed at the time the fire took place, the men being at work, it is surmised that a spark from a passing steam launch was responsible for the outbreak.

YESTERDAY afternoon, two street coolies were arrested at West Point after they had been followed some distance. The men were seen leaving Consuegra Road with a sack, which they carried on a pole. A policeman followed the pair into Des Vœux Road and then into Salt Fair Lane, where he stopped them. The sack was opened and found to contain rice. They were unable to explain whence they got the rice and they were taken to No. 7 Police Station. The rice is supposed to have been stolen from some ship discharging cargo in the harbour. At the Police Court, to-day, Mr. Melbourne fined each man \$5, the alternative being a fortnight's gaol. They were sent to the gaol.

A QUESTION OF COMPENSATION.

ENGINEERS' INSTITUTE SUED.

An interesting case was heard in the Summary Jurisdiction of the Supreme Court, this morning, before His Honour Mr. A. G. Wise, P. J. Judge, in which Mr. C. J. Tyndale Lee sued the Institute of Engineers and Ship-builders of Hongkong for \$55, being compensation for room rent for thirteen months.

Mr. P. W. Goldring, of Messrs. Goldring and Barlow, appeared for the plaintiff and Mr. A. C. Holborow, Messrs. Jackson, Looker and Pearson, for the defendants.

Mr. Lee stated that he had lived at Moreton Terrace since 1905. In April, 1906, he entered into an agreement with the defendants to act as their secretary and manager for \$150 per month and a free unfurnished room. He gave notice to the Land Investment Company that he intended to vacate Moreton Terrace house at the end of May and made preparations for the removal of his furniture. On the first of May he took up his duties at the Institute, but as Mr. Lennox, the retiring secretary, had not removed his property from the room at the Institute, plaintiff could not move in. On the following day, it rained in torrents and again plaintiff was delayed and on 3rd May a Committee meeting was held at the Institute when the question of providing a card room for members was raised. The upshot of the discussion was that plaintiff's room was utilised as a card room, with plaintiffs' consent, subject to compensation being paid for the loss of the room. Some months later plaintiff saw Mr. Crake, in his capacity as President of the Institute, and asked him whether it was not the question of compensation was settled. Plaintiff suggested that \$40 per month would be fair compensation, but Mr. Crake thought \$15 per month could be added to plaintiff's salary from the beginning of his agreement and that later on if circumstances warranted it another \$5 might be added, making the salary \$100 per month. Plaintiff thought the agreement a fair one, but he had not received anything. In answer to Mr. Holborow, plaintiff said that he had no objection to the premises, here was no mention of the discussion regarding the card room on the minutes.

Mr. Holborow—Why is that? Plaintiff—Well, I don't put down everything that takes place at the meeting. Some were in favour of it; some were against, and they talked and squabbled about it for I don't know how long. I don't take part in the discussions; I did speak once and was told to shut up, and I have religiously done so ever since. I could give them advice on many things, but don't. They talked so much about it that I got tired of the whole thing. I did not want the room and when they told me, I was not to have it I was very pleased; I had my own house.

Did you say to Mr. Crake that the room was of no use to you?—No, I did not. What I said was 'I am quite willing to give it up if you pay me the equivalent of it.'

Did the Institute ever refuse to give you a room?—No. The room was there, but they took it away.

With your consent?—Yes, with my consent, subject to compensation, remuneration, or whatever else you like to call it. \$150 per month is not much for a man to live on when he has to pay rent.

You have a private income?—Never mind what I have privately; it does not matter a straw to you or anyone else.

Did you ever ask the Chairman at a meeting for compensation?—Yes. But I was always told 'Hush! Hush! Don't say anything about it just now.' The Institute was always in an extraordinary financial state.

You said that financial position?—No. My accounts were all up to a cent.

Did you ever pay Messrs. Lowe and Bing-ham's clerks extra money?—No. I asked for a little assistance in summarizing and dissecting and was told that if I wanted to be trained as an accountant I would have to pay for it. I told them I was not paid for that. I defy anyone in the world to find a red cent wrong with my accounts.

Mr. J. D. Morrison, who was on the management committee of the Institute in May last year, stated, he was at the meeting which decided to utilise the secretary's room as a card room, but denied even having expressed his surprise that Mr. Lee was not to be paid compensation.

That closed the plaintiff's case and Mr. Holbrow submitted that plaintiff had failed to establish his case.

The P. J. Judge—I think you should call one of your committees at any rate. I do not want to non-suit him at once.

Mr. W. A. Crake, President of the Institute, was called. In 1906 he was chairman of the management committee and corroborated the agreement between the parties. When it was suggested that a card room be added to the Institute plaintiff said he did not want the room, but he did not apply officially for compensation until he was about to leave. He had spoken to witness personally.

Mr. Holborow—Was he ever promised compensation by the management committee?—No.

Had Mr. Lee wanted it he could have had the room?—Yes, at any time he could have had it.

By Mr. Goldring—Did you say that if Mr. Lee had not brought this action he would have got compensation? Was it not the intention of the committee to give him compensation?—With this reservation, I said that if he conducted himself properly as manager he would get compensation. At one time it was contemplated to give him compensation.

By the management committee?—No. By some of the members personally.

By Mr. Holborow—What were the conditions?—First, if the Institute could afford it; and second, if he gave satisfaction. When it came before the committee it was unanimously decided not to give him anything.

By the Court—That was after an adjournment.

Mr. T. Skinner, chairman of the management committee, said, that he was at the meeting in May, after which Mr. Lee stated that he was pleased that he was to remain in his own quarters, as it would suit him better. Nothing was said about compensation.

To Mr. Goldring—The question of compensation was not raised as far as witness was aware until plaintiff was about to leave and the committee decided not to give him anything.

The P. J. Judge said there was no doubt that plaintiff intended to take possession of his room at the outset, the only question being whether he relinquished the room with or without compensation. The point was never officially raised until plaintiff was about to leave and in his opinion plaintiff had waived his right to compensation. Judgment was given for the defendants with costs.

THE NAVAL YARD FIRE.

ASSISTANCE BY THE TROOPS.

COMMODORE'S APPRECIATION.

In the General Orders by the Officer Commanding the Troops to-day, the following letter received from the Commodore is published for information:—

"I have the honour to thank you for the assistance rendered by the troops under your command at a fire which occurred in the Naval Yard this forenoon and to request that you will convey to the officers and men present at the fire, my appreciation of their valuable assistance."

A NOTORIOUS CHARACTER.

HIS CAREER AS A CRIMINAL.

Wong Yau, a well known character, with five black marks against his name, each mark representing a previous conviction, became entangled with the law again on Sunday. Wong was banished from the Colony for five years on the 13th December, 1906. He returned to Hongkong last week and for a while lay low; not because he was afraid of the police, for Wong, it might as well be told, has on four occasions been convicted of returning from banishment, but because there were certain "things" that required his attention. Those "things" being settled, Wong started out yesterday afternoon for a walk. While strolling carelessly past shop No. 51, Bonham Strand East he caught sight of a bundle lying on the counter. He lounged outside for a while, and when the last customer had departed Wong entered the establishment and, "apologising for leaving my parcel here so long," picked up the bundle and started off. This cool piece of impudence would perhaps have worked well had the bundle belonged to a customer. As it belonged to the master of the shop, who saw Wong walking away with his property, a chase followed and the thief was collared.

Inspector Ritchie arraigned him before Mr. C. A. D. Melbourne, yesterday morning, in the Police Court, on two indictments. Wong admitted both very gracefully with a bow of the head. On the charge of theft he was sentenced to one month's imprisonment and six hours' stocks. For returning from banishment he received a further term of one year's hard labour.

SERGEANT-INTERPRETER CONVICTED.

PLEADED GUILTY TO FORGERY.

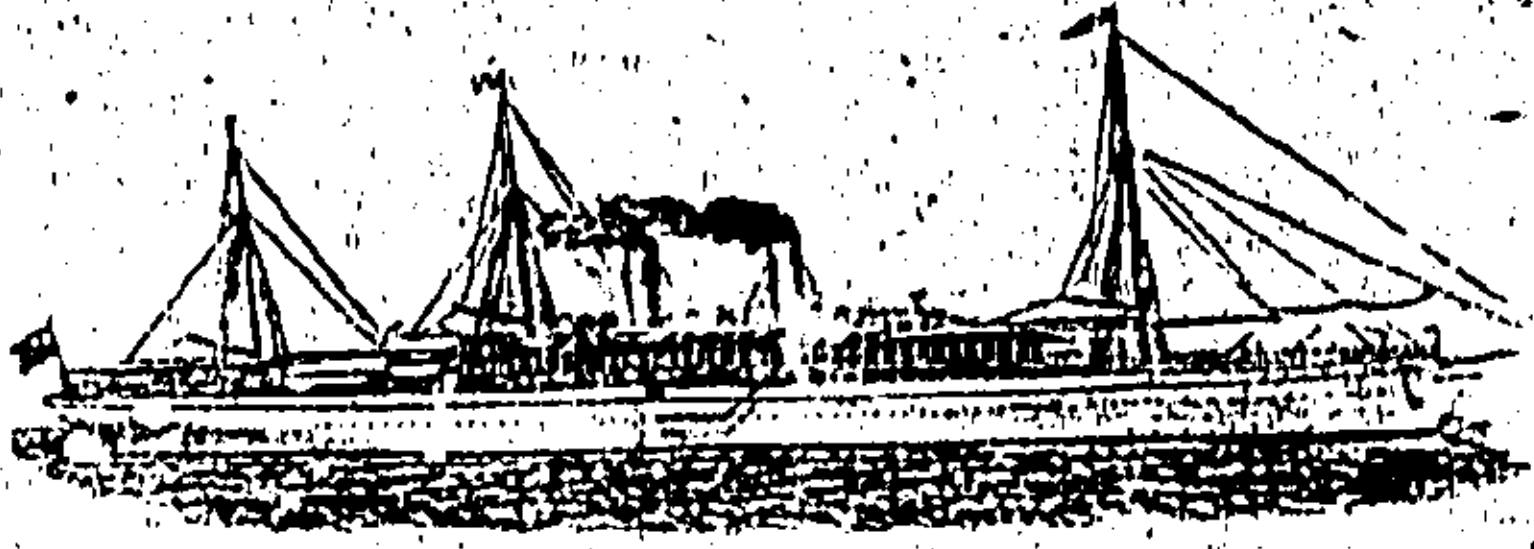
Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, at the Police Court, yesterday, withdrew his plea of not guilty and entered a plea of guilty in the case in which Tso Hun, the sergeant interpreter of the Central Police Station, was charged with forging and uttering an order for \$5.20, in the name of Sergeant Alexander Gordon. Mr. Looker submitted that the defendant was merely a boy, only nineteen years old—and had been employed as police interpreter for four and a half years. There was no doubt, he stated, that defendant endeavoured to obtain the sum of \$5. But Mr. Looker pointed out, previous to this he had borne a good character. The sum defendant attempted to obtain was only a small one, he pursued, and, taking into consideration the age of the defendant, he pleaded for a light penalty. "If a light punishment was inflicted," Mr. Looker concluded, "the defendant would be able to realise the enormity of his crime and at the conclusion of his term of imprisonment he would probably lead an honest and industrious life." Mr. Melbourne sent the defendant to gaol for six weeks.

SHIPPING AND MAILS.

VI IS DEPT.

Indian (*Vamsang*) 22nd inst.
English (*Malta*) 22nd inst., 8 a.m.
Canadian (*Tartar*) 22nd inst.
German (*Prins Heinrich*) 27th inst., a.m.
German (*Prins Regent Luitpold*) 27th inst., p.m.
American (*China*) 28th inst.The Mogul Line s.s. *Sikh* sailed yesterday from Singapore, and may arrive here on 24th inst.The H. A. L. s.s. *Libertie* left Singapore on 19th inst., at 6 p.m., and may be expected here on 25th inst., a.m.The P. M. S. S. Co.'s s.s. *Siberia* sailed from Shanghai and is due to arrive at this port on 21st inst., at 9 a.m.The Imperial German Mail s.s. *Prinz Sigismund* left Manila on 19th inst., at 3 a.m., and may be expected here on 21st inst., noon.The C. P. R. Co.'s s.s. *Tartar* arrived at Shanghai at 8.30 a.m. on 19th inst., and leaves again at 5 p.m., same day, for Hongkong, where she is due to arrive at 5 p.m., on 22nd inst.The C. P. R. Co.'s s.s. *Empress of China* arrived at Kobe at 11.30 a.m. on 19th inst., and left again at 1.30 p.m., same day, for Shanghai, where she is due to arrive at noon, on 22nd inst.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
EMPEROR OF JAPAN	6,000	THURSDAY, Aug. 29th	Sept. 16th
TARTAR	4,435	WEDNESDAY, Sept. 11th	Oct. 5th
EMPEROR OF CHINA	6,000	THURSDAY, Sept. 26th	Oct. 14th
EMPEROR OF INDIA	6,000	THURSDAY, Oct. 24th	Nov. 11th
MONTEAGLE	6,163	WEDNESDAY, Nov. 6th	Nov. 30th

"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and QUEBEC, with the Company's New Patriotic "EXPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence Ldo. Via New York Ldo. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways. L40. L45. R.M.S. "MONTEAGLE" and "TARTAR" carry "Intermediate" passengers only, at intermediate rates, affording superior accommodation for that class. (Passengers Booked through to all points and AROUND THE WORLD SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. ORADDOCK, General Traffic Agent for China, Corner Pender Street and Praya. Hongkong, 14th August, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	WOSANG	WEDNESDAY, 21st Aug., 4 P.M.
MOJI	CHUNSONG	THURSDAY, 22nd Aug., 4 P.M.
SANDAKAN VIA JESSELTON	MAUSANG	FRIDAY, 23rd Aug., 4 P.M.
MANILA	YUENSANG	FRIDAY, 23rd Aug., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	NAMSANG	TUESDAY, 27th Aug., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	POOKSANG	THURSDAY, 29th Aug., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single	Return
Penang	85	130
Calcutta	105	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Chafso, Tientsin, Newchwang and Yangtze Ports.
‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 20th August, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZIMBOANGA & AUSTRALIA	TAIYUAY	21st Aug., Noon
AMOI & SHANGHAI	YUNNA	21st " 4 P.M.
SHANGHAI	YUENHAI	21st " "
AMOI, CHEFOO, TSINGTAI & NEW	NANCHANG	22nd " "
CHWANG	CHIEH	23rd " daylight
HOIHOW & HAIPHONG	LIANGCHOW	23rd " 4 P.M.
NINGPO & SHANGHAI	KUEICHOW	26th " "
SWATOW, WEIHAWEI, CHEFOO & TIENTSIN	PAKHOT	26th " "
SWATOW & SHANGHAI	KUENKANG	26th " "
SWATOW & SHANGHAI	TAMING	27th " "
CEBU & ILOILO	KAIFONG	31st " "
SWATOW & SHANGHAI	BHAOSING	31st " "
YOKOHAMA & KOBE	CHINGTU	10th Sept.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th August, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 7th Sept., 1907.
PDH	2540	Almond	"	SATURDAY, 14th Sept., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 19th August, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"ABERLOUR"	FRIDAY, 23rd August.

For Freight and further information, apply to

SHEWAN TOMES & CO.,
General Agents.

Hongkong, 20th July, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HAMBURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG:

Outward.	Homeward.
RHENANIA ... 1st Oct.	HAMBURG ... 4th Sept.
SILESIA ... 2nd Nov.	RHENANIA ... 4th Oct.

Hongkong, 7th August, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "CATHERINE APCAR" Captain W. D. A. Thomas, will be despatched for the above Ports, on THURSDAY, the 22nd inst., at Noon, instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 20th August, 1907.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "SATSUMA" ... 7th Sept.
FOR BOSTON AND NEW YORK.
S.S. "GHAEZE" ... 14th Sept.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 20th July, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Tremont	9,600	T. W. Garlick	10th Sept.
Kumeric	—	—	15th Oct.

* Cargo only.

† Very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Sasumet* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 6th August, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER.
"KWONG SAI" ... Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).
Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ... \$4.
Meals ... \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHU ON S.S. CO., LD.,
No. 3, Queen's Road West.

Hongkong, 3rd July, 1907.

WEATHER-FORECASTS AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and 1 UM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards and DRUM below indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

"Red Signals" indicate that the centre is believed to be more than 300 miles away from the Colony.

"Black Signals" indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.
In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.
A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.
The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office flagstaff, and H.M.S. *Tamar*.

1. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

11. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

111. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.
For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock Aberdeen.
Waglan. San Ki Wan.
Stanley. Sai Kung.
Cape Collinson. Sha Tau Kok.
Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. G. FROD,
Director.

20th July, 1907.

KULANGSU MUNICIPAL COUNCIL.

The following are the proceedings of a meeting of the Council, held in the Board Room, on the 30th July, 1907. There were present—Messrs. A. F. Gardiner (Vice-Chairman), C. A. V. Bowra, Huang Tsan-chew, W. Kruse, W. Wilson, the Health Officer and the Secretary. The minutes of the last meeting were read and confirmed. The Superintendent of Police reported the following cases heard at the Mixed Court since the last meeting:—Summons: Breach of Municipal regulations 3; assault 4; keeping a public gambling house 1; perjury 2; debt 1; illegally selling property 1. Summary arrest: Leaving employment without giving notice 1; conspiring to prevent servants taking employment 2; not carrying a light after 12 midnight 1; gambling 3; contempt of court 1; theft 4; neglect of duty when employed as godown keeper 1.

NAVAL DIS—ORDERS?

AN AMERICAN SKIT ON THE BATTLESHIP FLEET EMBROGGLIO.

The *New York Evening Post* has published the following a using skit apropos of the mystery concerning the movements of the American battleship fleet in the Atlantic:—No. 23,648 B.

Washington, D.C., July 1, 1907.

Evans, Commanding North Atlantic Fleet: Are you seeing things at night? We are. Faces on latest importation of Japanese fans wear scowls. Can you make mysterious movement around Cape Horn to Pacific with all battleships? What will be the effect on Bar Harbor and Newport social season? Don't reply.

General Board.

No. 23,649 B. Washington, D.C., July 1, 1907.

Evans, Commanding North Atlantic Fleet: President heartily approves our plans. Be prepared for anything.

General Board.

No. 23,650 B. Washington, D.C., July 1, 1907.

President has never heard of our plans, which he has had under consideration for two years.

General Board.

Oyster Bay, July 2, 1907.

Evans, etc.: Proceed with all battleships of navy to Pacific Ocean. What will you do when you get there?

By order of the President,
Ltzb, Secretary.

Oyster Bay, July 3, 1907.

Evans, etc.: With the sixteen battleships, to be placed under your command, you will proceed to the South Atlantic and then proceed back again.

By order of the President,
Lcb, Secretary.

Oyster Bay, July 4, 1907.

Where are you going with the battleship fleet? The President will give you three guesses.

Lcb, Secretary.

Oyster Bay, July 4, 1907.

The fleet under your command will put to sea at once.

By order of the President,
Lcb, Secretary.

Oyster Bay, July 5, 1907.

Evans, etc.: The President orders that the fleet sail sooner or later.

Lcb, Secretary.

Oyster Bay, July 4, 1907.

Evans, etc.: The fleet may or may not sail. The President deplores your villation.

By order of the President,
Lcb, Secretary.

Oakland, Cal., July 4, 1907.

You will proceed with all the battleships of the navy (I understand there are eighteen or twenty) on a practice cruise around Cape Horn, with Oakland and San Francisco as your objective. My old constituents must have a fine naval spectacle, regardless of cost.

Metcall, Secy. of Navy.

Oakland, Cal., July 4, 1907.

President, Oyster Bay: Have ordered Evans to cruise with battleships to Oakland, so that family and friends can see the navy from verandahs. We will have an Oyster Bay review.

Metcall, Secy. of Navy.

Washington, D.C., July 4, 1904.

President, Oyster Bay: Metcall, Oakland: Evans, Commanding Fleet: Please tell me about the battleship movement, so I can make official denial to correspondents.

Newberry.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be sent into Boxes for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 22nd April, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOCOR & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	UP OR DOWN.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	ADDITIONAL RETURN AT PRESENT QUOTA-TIME. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	40,000	\$125	26 1/2	{ \$1,000,000 \$11,750,000 \$10,750,000 }	\$1,797.67	{ \$1.15 for 4-year ending 30.6.07 @ ex 2/2 3/16 \$16.04	4 1/2 %	\$650 ex d. ex n. is \$510 new issue London 1/80 ex new issue London 1/61.10/ n. issue file call \$51
National Bank of China, Limited	10,000	£7	£6	{ £12,735 £307,000 }	\$71.2 3	\$2 (London 3/16) 10.10.11 .....	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	100,000	£15	£14	{ £1,675,000 £200,000 £1,475,000 }	\$233.638	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	10,000	£15	£15	{ £1,500,000 £100,000 £1,400,000 }	Tls. 185,520	{ Interim of 7/16 for account 1906 @ ex 2/10 11 16 per tael	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	2,400	£250	£100	{ £3,000,000 £200,000 £2,800,000 }	1,460.40	{ Final of \$12 making \$13 for 1906 and interim of 3 1906	5 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited	8,000	£1100	£560	{ £1,500,000 £150,000 £1,350,000 }	461.467	{ 1/2 year ending 31.12.15	6 1/2 %	\$180 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$70	{ \$1,000,000 \$100,000 \$900,000 }	1,619.80	{ 1/2 and bonus \$2 for 1905	9 1/2 %	\$87 sellers
Hongkong Fire Insurance Company, Limited	8,000	£250	£50	{ £1,250,000 £125,000 £1,125,000 }	1,435.236	{ 1/2 for 1905	12 1/2 %	\$315 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$15	{ \$250,000 \$25,000 \$225,000 }	\$365	{ 1/2 for 1906 @ ex 2/2 1/2 = \$1.4 per share ..	3 1/2 %	{ \$30 \$28 }
Douglas Steamship Company, Limited	10,000	£50	£30	{ £500,000 £50,000 £450,000 }	Nil	{ Final of Tls. 31 making Tls. 32 (Pref.) and final of Tls. 3 making Tls. 5 (Ord.) for 1906 Interim of 1/2 (Coupon No. 8) 10.8/19.7 ..	6 1/2 %	Tls. 50 sellers Tls. 49 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	{ \$150,000 \$15,000 \$135,000 }	27,101	{ 1/2 for 1st half-year ending 30.6.07	7 1/2 %	\$128 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	10,000	£5	£5	{ £50,000 £5,000 £45,000 }	£3,694	{ 1/2 for 1906 @ ex 2/2 1/2 = \$1.4 per share ..	3 1/2 %	{ \$30 \$28 }
Indo-China Steam Navigation Co., Ltd. (Deferred) ..	10,000	£5	£5	{ £50,000 £5,000 £45,000 }	£3,694	{ 1/2 for 1906 @ ex 2/2 1/2 = \$1.4 per share ..	3 1/2 %	{ \$30 \$28 }
Shanghai Tug and Lighter Company, Limited	100,000	£1.50	£1.50	{ £150,000 £15,000 £135,000 }	£1,327	{ Final of Tls. 31 making Tls. 32 (Pref.) and final of Tls. 3 making Tls. 5 (Ord.) for 1906 Interim of 1/2 (Coupon No. 8) 10.8/19.7 ..	11 1/2 %	Tls. 50 sellers Tls. 49 buyers
"Shell" Transport and Trading Company, Limited	10,000	£10	£10	{ £100,000 £10,000 £90,000 }	1,137	{ 1/2 for year ending 30.6.1907	4 1/2 %	\$23
"Star" Ferry Company, Limited	10,000	£10	£5	{ £100,000 £10,000 £90,000 }	1,137	{ 1/2 for year ending 30.6.1907	4 1/2 %	\$23
Taku Tug and Lighter Company, Limited	10,000	£1.50	£1.50	{ £150,000 £15,000 £135,000 }	1,8730	{ Final of Tls. 2 making Tls. 6 for 1906	11 1/2 %	Tls. 52 sellers
MINING.								
China Sugar Refining Company, Limited	10,000	£100	£100	{ £100,000 £10,000 £90,000 }	9,218	{ 1/2 for 1907	8 %	\$180
Luxon Sugar Refining Company, Limited	10,000	£100	£100	{ £100,000 £10,000 £90,000 }	9,218	{ 1/2 for 1907	8 %	\$180
Perak Sugar Cultivation Company, Limited	10,000	£100	£100	{ £100,000 £10,000 £90,000 }	9,218	{ 1/2 for 1907	8 %	\$180
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	{ £450,000 £45,000 £405,000 }	\$10,335	{ 1/2 for year ending 31.12.06	10 1/2 %	\$17 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	£50	£50	{ £500,000 £50,000 £450,000 }	13,047	{ Interim of 1/2 for six months ending June 30th 1907	5 1/2 %	\$70
Hongkong and Whampoa Dock Company, Ltd.	10,000	£50	£50	{ £500,000 £50,000 £450,000 }	14,000.933	{ 1/2 for 1st half-year ending June 30th, 1907 ..	8 1/2 %	\$96 b. ex div.
Shanghai Dock and Engineering Co., Ltd.	10,000	£100	£100	{ £1,000,000 £100,000 £900,000 }	16,10,459	{ Tls. 3 for year ending 30th April 1907	3 1/2 %	Tls. 82 buyers
Shanghai and Hongkew Wharf Company, Limited	10,000	£100	£100	{ £1,000,000 £100,000 £900,000 }	16,10,459	{ Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 221 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 2,500,000 Tls. 250,000 Tls. 2,250,000 }	Tls. 3,388	{ Tls. 6 for 14 months ending 28.2.07	6 %	Tls. 103
Antar House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$250,000 \$25,000 \$225,000 }	18,418	{ 1/2 for year ending 30.6.1906	11 1/2 %	\$26 1/2
Central Stores, Limited	10,000	\$15	\$15	{ \$150,000 \$15,000 \$135,000 }	19,178	{ 1/2 for 1906	12 %	\$14 1/2
Hongkong Hotel Company, Limited	10,000	\$50	\$50	{ \$500,000 \$50,000 \$450,000 }	371	{ 1/2 for second half-year making \$10 for 1906 Interim of \$3 1/2 for half year ending 30.6.07 ..	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$1,000,000 \$100,000 \$900,000 }	156,218	{ 80 cents for 1906	7 1/2 %	\$98
Humphreys Estate & Finance Company, Limited	10,000	\$50	\$50	{ \$500,000 \$50,000 \$450,000 }	11,567	{ 1/2 for 1906	7 1/2 %	\$10 1/2 sa. and b.
Kowloon Land and Building Company, Limited	10,000	\$50	\$50	{ \$500,000 \$50,000 \$450,000 }	11,567	{ 1/2 for 1906	7 1/2 %	\$37
Shanghai Land Investment Company, Limited	10,000	Tls. 10	Tls. 10	{ Tls. 100,000 Tls. 10,000 Tls. 90,000 }	11,567	{ Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 102 buyers
West Point Building Company, Limited	10,000	\$50	\$50	{ \$500,000 \$50,000 \$450,000 }	11,567	{ Interim of \$2 for half year ending June 30th ..	8 1/2 %	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 750,000 Tls. 75,000 Tls. 675,000 }	Tls. 64,986	{ Tls. 10 for year ended 31.10.14 6	15 1/2 %	Tls. 64 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	{ \$150,000 \$15,000 \$135,000 }	22,660	{ 1/2 for the year ending 31.7.06	11 1/2 %	\$11 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 750,000 Tls. 75,000 Tls. 675,000 }	11,36,211	{ Tls. 6 for year ended 30.9.06 (8 %)	11 1/2 %	Tls. 13
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 Tls. 80,000 Tls. 720,000 }	11,31,469	{ Tls. 8 for 1906	8 1/2 %	Tls. 90
Soy Chee Cotton Spinning Company, Limited	10,000	Tls. 500	Tls. 500	{ Tls. 500,000 Tls. 50,000 Tls. 450,000 }	11,50,603	{ Tls. 50 for 1906	15 1/2 %	Tls. 317 1/2 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	£12 1/2	£12 1/2	{ £107,550 £10,755 £96,795 }	£638	{ 1/3 per share for 1906	9 %	£64
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$12,000 \$1,200 \$10,800 }	653	{ 1/2 for 1905 .....	...	\$20 sellers
China-Borneo Company, Limited	10,000	£12	£12	{ £120,000 £12,000 £108,000 }	1,111	{ 1/2 for 1904 .....	...	10 1/2 buyers
China Flour Mill Co., Limited	10,000	Tls. 50	Tls. 50	{ Tls. 500,000 Tls. 50,000 Tls. 450,000 }	Tls. 889	{ Final of Tls. 5 making Tls. 10 for 1905 ..	...	1 1/2 buyers
China Light and Power Company, Limited	10,000	\$10	\$10	{ \$100,000 \$10,000 \$90,000 }	25,000	{ 60 cents for year ended 18.2.07 .....	...	49
China Provision Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$1,000,000 \$100,000 \$900,000 }	1,155	{ 80 cents for 1906	0 %	\$10 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$187,500 \$18,750 \$168,750 }	12,555	{ \$1.30 for year ending 31.7.1906	8 1/2 %	\$11 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$400,000 \$3,600,000 }	110,804	{ Interim of 50 cents per share for a/c 1907 ..	9 %	\$2 1/2 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$420,000 \$42,000 \$378,000 }	13,032	{ \$2 1/2 for year ending 28.2.07	11 %	\$14 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 \$60,000 \$540,000 }	12,913	{ 1 per share for year ending 28.2.07	7 1/2 %	\$24 1/2 buyers
Hongkong Ice Company, Limited	5,000	£25	£25	{ £125,000 £12,500 £112,500 }	14,361	{ Interim of \$4 for year ending June 30th '07 ..	9 1/2 %	\$24 1/2 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$500,000 \$50,000 \$450,000 }	14,212	{ Interim of 80 cents per share for a/c 1907 ..	8 1/2 %	Tls. 312 1/2 buyers
Maatschappij tot Rijzen van Landbouw- exploitatie in Lingkai, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 2,500,000 Tls. 250,000 Tls. 2,250,000 }	Tls. 10,374	{ Second interim div. of Tls. 7 1/2 for a/c 1907 ..	9 1/2 %	Tls. 110
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$25,000 \$225,000 }	2,655	{ 1/2 per sh. or period fr. 19th Oct. to 30th Apr. '07 ..	8 1/2 %	Tls. 110
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$500,000 \$50,000 \$450,000 }	2,655	{ Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 40 sellers
Philippine Company, Limited	67,500	\$10	\$10	{ \$675,000 \$67,500 \$607,500 }	2,655	{ Tls. 4 for 1905	13 1/2 %	Tls. 75 sellers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 1,200,000 Tls. 120,000 Tls. 1,080,000 }	11,36,211	{ Final of Tls. 5 and Tls. 10 for 1906	8 1/2 %	Tls. 118 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 270,000 Tls. 27,000 Tls. 243,000 }	11,36,211	{ Final of Tls. 6 making Tls. 10 for 1906 ..	8 1/2 %	Tls. 310 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 450,000 Tls. 45,000 Tls. 405,000 }	11,36,211	{ Interim of 15/- for account 1907 .....	...	Tls. 280 buyers
Shanghai-Sum-tin Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 600,000 Tls. 60,000 Tls. 540,000 }	11,36,211	{ Interim of 11/3 for account 1907 .....	...	\$7
Shanghai Waterworks Company, Limited	8,175	£20	£20	{ £163,500 £16,350 £147,150 }	11,36,211	{ Tls. 6 1/2 for year ending 30.4.07 .....	...	Tls. 97
South China Morning Post, Limited	7,200	£25	£25	{ £180,000 £18,000 £162,000 }	11,36,211	{ First year .....	...	\$10
Steam Laundry Company, Limited	6,000	£25	£25	{ £150,000 £15,000 £135,000 }	11,36,211	{ 8 cents on 9,900 ord. shares and 1.8 on 100 Founders' shares making 80 cents for year ending 31.12.07	8 %	\$11 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 200,000 Tls. 20,000 Tls. 180,000 }	11,36,211	{ Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	58
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500,000 \$50,000 \$450,000 }	11,36,211			
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$100,000 \$10,000 \$90,000 }	11,36,211			
Watson, (A. S.) & Co., Limited	10,000	\$10	\$10	{ \$100,000 \$10,000 \$90,000 }	11,36,211			
William Powell, Limited	5,000	£10	£10	{ £50,000 £5,000 £45,000 }	11,36,211			

* These shares are entitled to half of the profits.

Mails.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, YAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIE" will be despatched for MARSEILLES on TUESDAY, the 27th September, at 1 P.M. This steamer connects at Colombo with the Australian line as Sydney bound for Marseilles via Bombay and Aden. Passage tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Europe. Next sailings will be as follows:— S.S. "TOURANE" 17th Sept. S.S. "AUSTRALIE" 1st Oct. S.S. "NARVAL" 15th Oct. S.S. "YARRA" 19th Oct. S.S. "BREVET SIMONS" 12th Nov. G. DE CHAMPEAUX, Agent.

FOR VLADIVOSTOK.

The Steamship "VINE BRANCH" will be despatched at above on or about 10th September. For Freight and further Particulars, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 3rd August, 1907.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA" Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 24th August, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. "Albatros", 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt", due in London on 6th October, 1907. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 10th August, 1907.

Intimations.

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Hongkong, 16th May, 1907.

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